

TAFT WARMLY GREETED
BY WASHINGTON CROWDS

Speaks in Seattle, Bellingham, Everett and Mount Vernon to Throngs.

RECIPROCITY TALK CHEERED

Says Canadians Have Only Themselves to Blame—Predicts Opening of Panama Canal by July 1, 1913.

[From a Staff Correspondent of The Tribune.]
Seattle, Oct. 9.—From the Canadian line to Seattle, President Taft talked his way down the west coast of Puget Sound today, receiving a hearty welcome all along the line. The climax came at the metropolis of Washington, where no less than 100,000 people lined the streets and cheered the Chief Executive, and between 7,000 and 8,000, all it would contain, packed the armory. Mr. Taft explained his tariff vetoes, made an appeal for the peace treaties, and discussed conservation, the subject nearest to the Washington heart.
At Everett a solid acre of humanity faced the President when he spoke from the front of the High School building. All remained steadfast during his speech, devoted chiefly to universal peace, despite the steady rain which fell alike on the just and the unjust, and on none more persistently than Mr. Taft himself, who, bareheaded, stood exposed to the steady precipitation.
The Everett crowd was not demonstrative. To an Easterner it seemed decidedly apathetic. But Everett people insist that their crowds are always silent, and point to the close and continued attention given to the President, despite the unfavorable weather as evidence of the heartiness of the city's welcome.
Seattle's Greeting Cordial.
And if there was any lack of enthusiasm at Everett it was more than made up for at Seattle, where the streets were lined with crowds which did not hesitate to cheer and where the address in the armory met with the most cordial reception. The President will speak here again to-morrow, in the open air, if weather permits, and it is expected that an even larger crowd will greet him then.
Canadian reciprocity came to the front more prominently in Bellingham this morning than it has on any previous occasions. The President was vigorously applauded when he said he believed it would have been a good thing for both countries and when he added: "If Canada does not grow as rapidly as we do and as rapidly as she might have grown, she certainly can't hold us off."
There were many Canadians in the audience who greeted the President, but for the most part, according to the people of Bellingham, there would have been had it not been for the feeling engendered in the reciprocity campaign. This was so bitter that some of the Vancouver newspapers declined to publish the date and hour of the President's arrival, and a reporter of Bellingham, who went to Vancouver with posters giving the details of the President's visit, was forbidden to post them. American merchants there told him that if they displayed the announcements in their windows their trade would suffer and their windows probably would be broken.
Welcome Was Enthusiastic.
Bellingham gave a most enthusiastic welcome to the President. Transportation was provided for all the school children in this vicinity and more than five thousand were in line, although the population of the town itself is only twenty-five thousand. The children were provided with flowers, which they threw at the President as he passed. On the stand as he spoke, Sono Takigawa, accompanied by two little Japanese girls dressed in elaborate native costume and looking like large animated dolls, representing the Japanese Association, presented the President with a large bouquet of lilies. Fully ten thousand persons were gathered to hear the President, and he spoke in the happiest vein of reciprocity, conservation and the Panama Canal, his remarks being frequently interrupted with applause. In speaking of the canal, he said: "The opening might be on July 1, 1913."
As the President travels through this state indications that he will receive a solid delegation from Washington and the electoral vote of the state continue to multiply. Insurgency here is on the wane, a fact largely due to the vagaries of Senator Bourne and the Oregon brand of insurgency. Meanwhile the Taft sentiment is growing rapidly, a movement actively promoted by his own utterances on conservation and the same attitude of Secretary Fisher. The President himself is delighted with his reception and his pleasure is reflected in the tone of his speeches.

Stanley Has a Sure Cure
For the Monopoly Evil

The Chairman of the Congress Committee which is probing the Steel Trust believes, with Mr. Taft, that competition in business is not a worn out element and that it can easily be and ought soon to be restored to us in full vigor. He will explain his panacea for bringing this about, in

Next Sunday's Tribune

NEGRO MAY BE LYNCHED

Coatesville People Wrought Up Over Assault on School Girl.

BIG POSSE IN HOT PURSUIT

Officials Fear Citizens Will Take Law in Their Own Hands, as They Did Two Months Ago.

Coatesville, Penn., Oct. 9.—Another lynching is threatened within this county as the result of a brutal attack made to-night upon Annie McElhaney, a student at the Coatesville High School, by an unknown negro. The people have not been wrought to such excitement since the lynching of "Zack" Walker here on Sunday, August 13.
This evening Miss McElhaney, who is the daughter of William McElhaney, a prosperous farmer, was on her way home from school, when she was attacked by a burly negro on the road a short distance from this place. The girl fought her assailant until half of her clothing was torn from her, when Frank Wynn, a farmer, came upon the scene. The negro, frightened by the approach of Wynn's wagon, hurled his victim to the ground and, leaping the fence, darted across Wynn's meadow.
Wynn gave the alarm, and in less than half an hour there was a score of men, all armed with shotguns. In hot pursuit. For nearly an hour they were able to keep him in full view, but the gathering darkness soon obstructed their vision and the negro was lost sight of.
Officials Fear Another Lynching.
The posse did not give up the pursuit, however, and to-night is scouring the country near where the attack occurred. The police officials of this borough were informed, and were rushed to the scene of the attack in automobiles in an effort to prevent a repetition of the trouble which occurred on August 13.
The pleadings of the police officials that the law be allowed to take its course in the event of the negro being caught fall upon deaf ears, and there are open threats that if the assailant of the girl is found he will be put to death.
Miss McElhaney's condition is serious. Besides suffering from the nervous shock incident to the attack, the girl was terribly bruised by the rough handling of the negro.

Rockefeller's New Shake
He Adopts the "Can't Squeeze"

to Save Hands for Golf.

John D. Rockefeller has a new handshake, and it is known as the "can't squeeze." It was noticed in Tarrytown on Sunday for the first time, when Mr. Rockefeller greeted some old friends at church. Each member thought Mr. Rockefeller held his hand in a peculiar manner, but it was not until yesterday, when they began comparing notes, that the matter was talked about.
When Mr. Rockefeller now meets a friend he folds his right hand with his thumb extended directly under the first finger. He does not grasp a friend's hand. There were many conjectures as to why the old man changed from his good old hearty shake. The explanation was given. Mr. Rockefeller is very careful of his hands, as he must keep them in condition to play golf, to which game he attributes his good health.
On several previous occasions Mr. Rockefeller's friends were so glad to see him that they fairly croaked his hand, and he had great difficulty in holding his grip. Then he adopted his present method of shaking. As his hand is folded up, it is impossible to squeeze. When matter explanation was finally given Mr. Rockefeller's friends congratulated him on his cleverness.

KILLED BY FALL FROM HORSE

Archer Harman, President of Ecuador Railroad, Killed at Hot Springs.

Baltimore, Oct. 9.—Archer Harman, president of the Guayaquil & Quito Railroad, died of a heart attack here, his death was due to injuries received here. He fell from his horse while riding. Harman was head of the Ecuador railroad, and was vice-president of the company bearing his name and a director of the Andean Trading Company. His home was in Philadelphia.

GRAPE JUICE OF 1911 VINTAGE

Now in Bottles.
H. W. Dewey & Sons Co., 135 Fulton St., N.Y. Adv.

SOPWITH FALLS WITH
NELSON DOUBLEDAY

Loses Control and Flutters Down Three Hundred Feet Into Picket Fence.

BOTH MEN ESCAPE INJURY

Fliers and Sheriffs' Men Make Peace, Though Grand Jury Hears Parson and Others—Ovington to Fly To-day.

While Tommy Sopwith was coming down from three hundred feet in the air to a picket fence at the western end of the Nassau Boulevard aerodrome yesterday and Earle L. Ovington, the pioneer aerial postman, was moving heaven and earth to get his Queen-Bliot ready for its transcontinental flight the Rev. Robert Rodgers, of Brooklyn, Swift Tarbell, son of Gare Tarbell, former president of the Garden City Estates, and several other residents of the Garden City neighborhood appeared before the Nassau County grand jury with the evident intention of testifying in the matter of Sunday flights.
Mr. Rodgers was the man who, with Bishop Burgess, of Long Island, precipitated the agitation which ended yesterday before Sopwith's men and the friends of Miss Matilde Moisant, who had indulged a seemingly innocent desire to fly from the boulevard to her brother's field, at Mineola.
At about the same time the directors of the International Aviators Company, of which Alfred J. Moisant is the head, were discussing whether they should take any action against the officers of the law who dared to lay hands on Miss Moisant on Sunday without a warrant. Both factions let it be known later in the day that their blood had cooled, and a tacit agreement allowed the matter to stand where it was.
Opposes Sunday Commercialism.
When Mr. Rodgers arrived at the bishop's house last evening he was in a conciliatory mood. "Our aim," he maintained, "was against commercialism of the aeroplane on Sunday. It seems reasonably certain now that Sunday aviation for commercial purposes is done with, and we do not intend to molest any one further. Any individual flyer has apparently as much right to use the air on Sunday as an automobilist has to use the highways. We shall, however, continue to see that Sunday laws are not broken."
A representative of Mr. Moisant said it had been decided to take no step against the Sheriff and his men for their part in the Sunday episode. He wanted it understood, though, that if Miss Moisant or any of the other Mineola aviators took it into their heads to fly on Sunday they were going to fly. If the Sheriff had a warrant in his possession he could arrest them.
It was called to Mr. Rodgers' attention by some citizen aroused from lethargy by the agitation that golf was played every Sunday on the Salisbury links, just back of the See House at Garden City, the seat of the Long Island elite, that Mr. Rodgers remarked that he was unaware that charges were made for Sunday playing, and that he would take no action until a complaint was made to his society. "We cannot reform the world," he explained dolefully.
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Sopwith figured that the ground was the safest place to make for in such an emergency, and he had come within fifty feet of it when the control gave way and the biplane dropped. Its descent was impeded by a picket fence that happened to be underneath, but by rare good fortune neither of its occupants was hurt. Mr. Doubleday observed that he didn't know there had been any fall until he felt the bump.
The rest of the afternoon was filled with spasmodic flights by Clifford Webster and Philip Ward Pace, two young fliers, who have a Burgess-Wright between them, and Fred Schneider, in his own machine. Earle Ovington's experience in the air on Sunday had shown that there was something wrong with his monoplane, so he spent the day putting it airship-shape again. It wasn't quite ready when darkness fell, but Ovington declared that he was going to seek Governor's Island by moonlight. It took some hours of persuasion from his managers, his wife and his friends to prevent him from taking the risk. Even then he hung around the hangar, leaving, them in terror lest he go up at any minute.
He would be away early this morning, at any rate, he said. Arrangements were completed for Postmaster Morgan to hand him the mail he is to carry across the continent between 11 and 12 o'clock, on Governor's Island, the signal for his start up the river. His going will not, however, leave Nassau Boulevard flyless.
Every afternoon, so long as the weather permits, Mr. Woodcraft said, there would be flying from 3 o'clock to sunset and after. The Pennsylvania Railroad will run its special trains on Columbus Day, Friday and Saturday, and some of the forty aeroplanes on the field will be sure to make the air hum with their glidings.

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AVIATORS FALL INTO LAKE

Detroit, Oct. 9.—After making several successful flights in his biplane equipped with pontoons for alighting on the water, Captain Frederick M. Alger and Frank Coffey dropped into Lake St. Clair yesterday. The fall was only a short one, and neither man was injured.

COLUMBUS DAY OUTING

to Poughkeepsie or Kingston Point and return on the Day Line St. Hendrick Hudson. Adv.

SOPWITH FALLS WITH
NELSON DOUBLEDAY

Loses Control and Flutters Down Three Hundred Feet Into Picket Fence.

BOTH MEN ESCAPE INJURY

Fliers and Sheriffs' Men Make Peace, Though Grand Jury Hears Parson and Others—Ovington to Fly To-day.

While Tommy Sopwith was coming down from three hundred feet in the air to a picket fence at the western end of the Nassau Boulevard aerodrome yesterday and Earle L. Ovington, the pioneer aerial postman, was moving heaven and earth to get his Queen-Bliot ready for its transcontinental flight the Rev. Robert Rodgers, of Brooklyn, Swift Tarbell, son of Gare Tarbell, former president of the Garden City Estates, and several other residents of the Garden City neighborhood appeared before the Nassau County grand jury with the evident intention of testifying in the matter of Sunday flights.

Mr. Rodgers was the man who, with Bishop Burgess, of Long Island, precipitated the agitation which ended yesterday before Sopwith's men and the friends of Miss Matilde Moisant, who had indulged a seemingly innocent desire to fly from the boulevard to her brother's field, at Mineola.

At about the same time the directors of the International Aviators Company, of which Alfred J. Moisant is the head, were discussing whether they should take any action against the officers of the law who dared to lay hands on Miss Moisant on Sunday without a warrant. Both factions let it be known later in the day that their blood had cooled, and a tacit agreement allowed the matter to stand where it was.

Opposes Sunday Commercialism.

When Mr. Rodgers arrived at the bishop's house last evening he was in a conciliatory mood. "Our aim," he maintained, "was against commercialism of the aeroplane on Sunday. It seems reasonably certain now that Sunday aviation for commercial purposes is done with, and we do not intend to molest any one further. Any individual flyer has apparently as much right to use the air on Sunday as an automobilist has to use the highways. We shall, however, continue to see that Sunday laws are not broken."